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TOWN AND PORT OF DOVER
ANNUAL REPORT
of the
ACTING PORT MEDICAL OFFICER
FOR THE YEAR 1946.



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BOROUGH OF DOVER.

ANNUAL REPORT of Port Medical Officer of Health for 1946.

1. The Medical Inspection of Aliens arriving at the Port of Dover was suspended on the outbreak of war and the appointment of Medical Inspector of Aliens lapsed during the period of hostilities. In anticipation of the resumption of cross-channel boat traffic the appointment of Medical Inspector of Aliens was made in April and the first cross-channel service commenced on April 15th, 1946. The s.s. Canterbury commenced a daily service, in both directions, between Dover and Calais. The outward journey which was run in the morning did not affect this Department and the inward journey, which has been met daily, was scheduled to arrive at 5.50 (B.S.T.) The boat continued to run on this schedule throughout the summer until October 7th when the time of arrival was altered to 4.50 (G.M.T.) On this date also, a second boat service was inaugurated between Dover and Ostende, the service being operated by Belgian boats. The s.s. Canterbury was replaced by the s.s. Invicta which continued to operate the service for the rest of the year. During the holiday periods in mid-summer the time of the arrival of the boat was subject to considerable fluctuation and the time of clearance was prolonged far beyond that which was customary in pre-war days; this was chiefly due to the operation of currency regulations and a strict control on the entry of aliens into this country. These two factors applied to a large number of passengers produced inevitable delay and on several occasions extra boats were run to cope with abnormal numbers of passengers.

2. The following routine is carried out for the inspection of aliens landing in Port:-

No passengers are inspected on the boats but all alien passengers are inspected as they leave the boats and pass the Immigration Officers on their way to the Customs. The Medical Inspector is able to get a satisfactory view of all the alien passengers and it is considered that the medical inspection provided complies with the provisions of the Aliens Order. The only exception to this is that when people have been selected for examination by the Immigration Officer the Doctor is naturally absent from his place of observation whilst dealing with the persons referred. In actual practice this turns out to be a theoretical rather than practical consideration as the passengers are delayed when passing the Immigration Officers. It was the custom of the Port at one time for all examinations to be carried out after the last passenger who was not to be examined had passed through, but this was discontinued as there were complaints that people were failing to catch their trains. The facilities for medical examination are exactly the same as those provided before the war - two consulting rooms with four examination cubicles - and this accommodation is quite adequate to deal with the number of people passing through. On several occasions liners have called at the Port and the Medical Inspector has proceeded out to the liner by tender, thus combining his duties under

the Aliens' Order with those under the Port Sanitary Regulations of 1933. On other occasions, when liners have called at the Port, the passengers have been inspected after they have come ashore from the tender.

3. By reference to the records and conversation with the Immigration Officers it would appear that the passengers' general standard of cleanliness is far better than it was before the war and no rejections on account of vermin have been made during the past year. With regard to the people referred for detailed examination special comments seem to be called for in the case of (i) those holding Ministry of Labour Permits, and (ii) those travelling under "Code Q" arrangements. In the case of the former a considerable proportion of the girls coming over for domestic service are not of the order that it was customary to meet before the war. Most of the girls are of a higher educational standard themselves and are simply coming with the idea of having an extended holiday and learning English; detailed examination of these people is not called for and in fact it would be impossible on many occasions to carry this out in view of the numbers that travel on a particular boat. It has been quite common to have 15 - 20 in a night, and allowing 10 minutes for a routine examination this would have meant a total of some 3 hours work. In view of this, examinations have only been carried out in cases of apparent ill-health, or if there has been a history of previous illness. The subjects referred under "Code Q" arrangements have to a large extent been very old people, and because of their age and the nature of the ordeals through which they have passed on the Continent during the war they have been generally in a poor state of health. The maintenance of these people is however guaranteed by the relatives or friends in England to whom they are coming and consequently certificates have not been issued to these people.

4. Speaking generally no difficulties have been experienced in the administration and working of the Aliens' Order. No instances have occurred of aliens refusing to submit to examination. The liaison with the Immigration staff at Dover leaves nothing to be desired and the staff have been most co-operative on all occasions.

1st March, 1947.

SignedV..D..B..Gartside.....
Medical Inspector of Aliens.

1. Amount of Shipping Entering the Port during the Year

TABLE A.

	Number	Tonnage	Number inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyors.	Number of vessels reported as having, or having had, during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Inspector.				
FOREIGN { Steamers { *Motor { Sailing { Fishing	1,306 230 23	1,480,703 238,135 200	4 - -	29 7 -	1 - -	- - -	2 - -
Total Foreign	...	1,559	1,719,038	4	36	1	-	2
COASTWISE { Steamers { *Motor { Sailing { Fishing	149 50 6 25	80,719 13,803 415 809	2 - - -	14 19 5 -	- - - -	- - - -	- - - -
Total Coastwise	...	230	95,746	2	38	-	-	-
Total Foreign and Coastwise		1,789	1,814,784	6	74	1	-	2

* Includes mechanically propelled vessels other than steamers.

II. Character of Trade of Port.

TABLE B.

(a) Passenger Traffic during the year.

No. of Passengers	1st Class	2nd Class	3rd Class	Transmigrants
Inwards 	TOTAL = 205,332			-
Outwards 	TOTAL = 206,093			-

(b) Cargo Traffic.

Principal Imports:- General merchandise, wines, foodstuffs, and coal.

Principal Exports:- Cars and general merchandise.

(c)

Foreign Ports from which vessels arrive.

South and West African, Iberian, Scandinavian, and Baltic.

***MEDICAL INSPECTION OF ALIENS.**

Annual return by the Medical Inspector of Aliens for the year ended 31st December, 1946.

	Total	Number Inspected by the Medical Inspector	Number subjected to detailed examina- tion by the Medical Inspector.	Certificates issued.					Trans- migrants
				Lunatic idiot or M.D.	Undesir- able for medical reasons	Physically incapa- citated	Suffering from acute infectious disease	Landing necessary for adequate medical examina- tion	
(a) Total number of Aliens landing at the Port	64759	62218	2541	-	-	11	1	3	-
(b) Aliens refused permission to land by Immi- gration Officer	.111	111	-	-	-	-	-	-	-
(c) Transmigrants	-	-	-	-	-	-	-	-	-
Total Aliens arriving at the Port	64870	62329	2541	-	-	11	1	3	-

Total number of vessels carrying Alien passengers ... 367
 Number of vessels dealt with by the Medical Inspector ... 357

*Applicable only to Ports approved for the landing of Aliens.

III. Water Supply.

- (1) For the Port: Dover Corporation Mains.
- (2) For shipping: Dover Corporation Mains.
- (3) Number of Water Boats: Nil.

IV. Port Health Regulations, 1933 and 1945.

(1) Arrangements for dealing with Declarations of Health.

These are collected by the Port Medical Officer if he boards the vessels on arrival, or by H.M. Customs Officers. In the latter case, each declaration is forwarded to the Port Medical Officer forthwith. During the year 1946 declarations of health were received in regard to 40 vessels. Of these vessels 6 were boarded by Sanitary Inspectors and the remaining 34 by H.M. Customs Officers.

(2) Boarding of vessels on arrival.

The Port Medical Officer only boards homeward vessels from foreign ports when the compulsory advance wireless message indicates that boarding is necessary.

(3) Notification to the Authority of inward vessels requiring special attention.

As from 1st May, 1934, the Minister of Health approved the enforcement locally of Article 6 of the Port Sanitary Regulations, 1933, as to advance wireless messages from vessels, and the abbreviated telegraphic address - 'Portelth, Dover' - is registered for this purpose.

(4) Mooring Stations designated under Art. 10.

With the concurrence of the Commissioners of H.M. Customs and Excise, the following have been designated locally:-

- (a) For ships 'infected' or 'suspected' as defined in Art. 2 of the Port Sanitary Regulations, 1933, made by the Minister of Health, and ships having a case of typhus fever or smallpox on board -

'The Outer Harbour, inside the breakwater.'

- (b) For all other ships which may be unhealthy within the meaning of the aforesaid Regulations -

'Their place of mooring, discharge or loading.'

(5) Particulars of any standing exemptions from the provisions of Art. 14.

There have been no standing exemptions locally in regard to Art. 14 beyond the arrangement under (4) (b) above.

(6) Experience of working Art. 16.

No instance of necessary application arose during the year.

(7) What, if any, arrangements have been made for -

(a) Premises and Waiting Rooms for Medical Examination.

Two medical inspection rooms with four cubicles are provided and are quite satisfactory.

(b) Cleansing and Disinfection of Ships, Persons and Clothing and other Articles.

Infected quarters are disinfected, and bedding and clothing removed to the Isolation Hospital for steam disinfection. A cleansing station is provided at the Isolation Hospital, and cases are dealt with as they arise.

(c) Premises for the temporary accommodation of Persons under the Regulations.

Provision is made at the Isolation Hospital for such accommodation.

(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Smallpox and other infectious diseases.

At the Isolation Hospital, or the Smallpox Hospital at Poulton as occasion arises. The accommodation at these institutions is adequate for probable emergencies.

(e) Ambulance Transport.

There are motor ambulances available for town and port requirements, and a motor van for transport of infected bedding and clothing.

(f) Supervision of Contacts.

The necessary organisation has been arranged under Art. 16. of the Regulations.

(8) Arrangements for the bacteriological or pathological examination of rats for Plague.

Rats from 'Infected' or 'suspected' ships are sent to the Laboratory of the Ministry of Health as occasion arises, but this was not necessary during 1946.

(9) Arrangements for other bacteriological or pathological examination.

Specimens are examined at the County Laboratory, Maidstone, when necessary. No specimens were dealt with in 1946.

(10) Arrangements for the diagnosis and treatment of venereal disease amongst sailors under International arrangements.

Cases reported are informed of the local arrangements and dates when treatment can be obtained at the V.D. clinic.

(11) Arrangement for the interment of dead.

An adequately equipped mortuary is provided by the Local Authority. It is conveniently situated and available for port cases. Interments would take place in the local burial grounds if occasions arose.

Table C.

Cases of Infectious sickness landed from Vessels.

Disease.	<u>No. of cases during the year.</u>		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Pneumonia.	-	1	1	21 (inc. naval cases).

Table D.

Cases of Infectious Sickness occurring on Vessels during the voyage, but disposed of prior to arrival.

Disease.	<u>No. of cases during the year.</u>		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Typhoid Fever.	-	1	1	Nil.

V. Measures against Rodents.

(1) Steps taken for detection of rodent plague.

(a) In ships in the Port.

Ships entering the Port are periodically inspected for the presence of rats and any dead rats found under doubtful circumstances would be sent for bacteriological examination.

(b) On quays, Wharves, Warehouses, etc., in vicinity of the Port.

The warehouses in use were those of the Naval Authorities and the Southern Railway, and in addition there were buildings used by the Military. The Port Sanitary Staff carried out inspections when requested by the Naval and Military Authorities and inspected the warehouses of the Southern Railway by routine.

(2) Measures taken to prevent the passage of rats between Shore and Ships.

2 Rat guards are provided by the Authority for use when required.

(3) Methods of deratisation of -

(a) Ships.

During 1946, 7 vessels were subjected to full rat-searching inspection, 5 Deratisation and 3 Deratisation Exemption Certificates being issued - 2 Deratisation Certificates being in respect of one vessel. HCN fumigation was carried out on 4 vessels, one vessel being fumigated twice.

(b) Premises in Vicinity of Docks and Quays.

The warehouses in use were those of the Naval Authorities and the Southern Railway, together with buildings occupied by the Military, and in respect of Naval and Military premises the Port Sanitary Staff carried out inspections when requested to do so. The Southern Railway deal with rats on their premises at the Port and throughout the year the closest co-operation was maintained with them.

(4) Measures taken for detection of rat prevalence in Ships and on Shore.

Routine sanitary inspections were carried out by the Sanitary Inspectors, and all foreign-going vessels dealt with under Art. 19 of the 1933 Regulations.

(5) Rat-proofing.

(a) To what extent are docks, wharves, warehouses etc., rat-proof?

The warehouses in use were those of the Naval Authorities and the Southern Railway and buildings occupied by the Military. Inspections were carried out by the Port Sanitary Staff when requested in respect of the Naval and Military Authorities and by routine in the case of the Southern Railway.

(b) Action taken to extend rat-proofing.

Any points coming under notice in the course of rat-searching vessels are dealt with as a routine.

Rats destroyed during the year.

Table E.

(1) On Vessels.

Number of Rats.	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total in Year
Black	3	3	-	-	-	-	-	-	3	-	-	80	89
Brown	-	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-	-
Examined	-	-	-	-	-	-	-	-	-	-	-	-	-
Infected with plague	-	-	-	-	-	-	-	-	-	-	-	-	-

Table F.

(2) In Docks, Quays, Wharves and Warehouses.

Number of Rats.	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total in Year.
Black	3	4	3	2	1	2	3	5	3	2	4	2	34
Brown	9	8	7	11	6	10	7	12	6	7	5	8	96
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-	-
Examined	-	-	-	-	-	-	-	-	-	-	-	-	-
Infected with plague	-	-	-	-	-	-	-	-	-	-	-	-	-

Table G.

Measures of Rat Destruction on Plague 'Infected' or 'Suspected'
Vessels or Vessels from Plague Infected Ports arriving in
the Port during the year.

NIL.

Table H.⁺

Deratisation and Deratisation Exemption Certificates issued during the year.

Net Tonnage	No. of Ships.	No. of Deratisation Certificates Issued.				Total	No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After fumigation with		HCN and Sulphur.	Trapping Poisoning &c.			
		HCN.	Sulphur					
1.	2.	3.	4.	5.	6.	7.	8.	9.
Ships up to 300 tons	1	2	-	-	-	2	-	2
" from 301 tons to 1000 tons	5	3	-	-	-	3	2	5
" from 1001 tons to 3000 tons	1	-	-	-	-	-	1	1
" from 3001 tons to 10000 tons	-	-	-	-	-	-	-	-
TOTALS.	7	5	-	-	-	5	3	8

+ Applicable only to those ports approved by the Minister of Health for the issue of Deratisation Certificates and Deratisation Exemption Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926. (Form Port II.)
As from 8th May, 1930, the Port of Dover was approved for the purpose.
Work commenced here in June, 1930.

VI. Hygiene of Crews' Spaces.

Table J.

Classification of Nuisances.

Nationality of Vessel.	Number inspected during the year.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	64	-	2	18
Other Nations	10	-	-	1

VII. Food Inspection.

(1) Action taken under the Public Health (Imported Food) Regulations, 1937, the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives etc., in Food) Regulations, 1925 to 1940.

Article.	France.			Italy.			Belgium.			Jugoslavia.			Coastwise		
	T.	C.	Q.	T.	C.	Q.	T.	C.	Q.	T.	C.	Q.	T.	C.	Q.
Lettuce	219	8	0	13	10	0									
Asparagus	316	17	0												
Cheese	862	4	0												
Apricots	2	16	0	9	0	0									
Peaches	1896	2	0	1014	18	0									
Pears	37	4	0	3273	14	0									
Grapes	966	5	2	2233	0	1	14	11	2						
Melons	97	7	2	128	6	0									
Bilberries	7	14	0												
Peppers	34	2	0	17	3	0									
Figs	57	4	0	13	6	0									
Nuts	626	7	0	1522	1	0									
Preserved Fruit	230	5	0												
Bringals	9	13	0												
Capsicum	2	15	0	8	15	0									
Tomatoes	3	4	0												
Pomegranates	12	14	0	84	3	0									
Tangerines	461	9	0	1989	5	0									
Dates	194	17	0												
Kakis	4	13	0	131	5	0									
Plums				14	0	0									
Garlic				1	12	0									
Egg Fruit					2	0									
Meddlars				3	5	0									
Celery				15	13	0	3	2	0						
Fennell				2	10	0									
Onions				29	15	0									
Cauliflower	1	0	0	5	0	0									
Fish							430	14	1						
Chicory							56	8	3						
Shrimps								5	0						
Poultry										87	18	0			
Wheat													1666	0	0
	6044	1	0	10510	3	1	505	1	2	87	18	0	1666	0	0

Total = 18813 Tons, 3 Cwts. 3 Qtrs.

The following amounts of foodstuffs were condemned as unfit for human consumption and destroyed:-

From France:	Tons.	Cwts.	Qtrs.	Lbs.	
	4	1	3	8	Peaches.
	2	16	0	0	Apricots.
From Italy:	45	9	0	14	Peaches.
		1	0	14	Pears.
				10	Plums.
		1	1	20	Grapes.
			2	4	Kakis.
	7	13	0	20	Chestnuts.
Total =	60	3	1	6	

In addition to the foregoing, 3 tons of wet fish ex detained French trawler B. 3101 were inspected, condemned as unfit for human consumption and destroyed.

- (2) Shell-fish. Information respecting any shell-fish beds or layings within the jurisdiction of the U.S.A. stating whether they are in the opinion of the Medical Officer liable to pollution. Report of any action taken under the Public Health (Shell-fish) Regulations, 1934, or the Food and Drugs Act, 1938.

There are no Shell-fish beds or layings within the district.

- (3) Number of Samples of Food examined by:-

- (a) Bacteriologist.

<u>Nature of Sample.</u>	<u>Result of Examination.</u>
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Nil.

- (b) Analyst.

<u>Nature of Sample.</u>	<u>Result of Examination.</u>
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Cheese (3 samples)	Satisfactory.
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Drained Cherries	Satisfactory.
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